

1. CENTRETOWN TRAFFIC CALMING PLAN AND KENT STREET TRAFFIC CALMING CONCEPT PLAN

COMMITTEE RECOMMENDATIONS AS AMENDED

That Council approve:

1. that the report prepared by J. P. Braaksma and Associates, entitled *Centretown Traffic Calming Plan and Kent Street Traffic Calming Concept Plan* (Document 1 on file with the Regional Clerk) **approved in principle**
2. that, subject to technical evaluation, detailed design, and the identification of capital and operating funds, the *Preferred Kent Street Traffic Calming Concept Plan* as illustrated in Annex A and Figure 5.2 of the consultant's report be approved;
3. that, subject to technical evaluation, detailed design, and the identification of capital and operating funds, the *Preferred Traffic Calming Plan* as illustrated in Annex B and Figure 6.1 of the consultant's report be used as a basis for identifying traffic calming measures to be implemented in the Centretown neighbourhood, specifically on streets as detailed in Annexes B and C;
4. **that Recommendation 4 be deleted**
5. that the establishment of implementation priorities and assessment criteria include, where appropriate, input from area residents and local business representatives, **and people with disabilities**
6. **that subject to detailed design, a pilot project for Lyon Street be approved for 1998 with speed humps between Somerset and Catherine, and a raised intersection at Gladstone and Lyon**
7. **that tree planting is an essential part of traffic calming and tree locations will be incorporated into the design of traffic calming measures**
8. **that reconstruction projects proposed for streets that are on the list for traffic calming should include funds for implementation in the project budgets.**

DOCUMENTATION

1. Director, Mobility Services and Corporate Fleet Services report dated 13 Feb 98 is immediately attached.
2. Extract of Draft Minute, Transportation Committee 18 Mar 98 immediately follows the report and includes a record of the vote.
3. The following letters are held on file with the Clerk's Department:
 - a) David Gladstone, Centretown Citizens' Community Association letter dated 17 March 1998.
 - b) Brett Delmage, Citizens for Safe Cycling letter dated 14 March 1998.
 - c) Glenn Sheskay, resident of Centretown letter dated 18 March 1998.
 - d) Bruce Bursey resident of Centretown letter dated 16 March 1998.
 - e) Suzanne E. Harding, resident of Centretown letter dated 18 March 1998.
 - f) Bill Filleter, McNabb Neighbourhood Improvement Bunch letter dated 17 March 1998.
 - g) Amber Khan, McNabb Park School Council letter dated 17 March 1998
 - h) Joan Spice, Elgin Street Public School Council letter dated 17 March 1998.
 - i) Patricia Williams, Centretown Parents' Day Care letter dated 17 March 1998.
 - j) Craig Layng, resident of Centretown letter dated 13 March 1998.
 - k) Henry McCandless, resident of Centretown letter dated 17 March 1998.
 - l) David Seaborn, Dalhousie Community Association letter dated 17 March 1998.
 - m) Ken Gardner, Centretown Citizens Ottawa Corporation letter dated 11 March 1998.
 - n) Mark Farren, resident of Centretown letter dated 1 March 1998.

REGIONAL MUNICIPALITY OF OTTAWA CARLETON
MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

REPORT
RAPPORT

Our File/N/Réf. **50 09-98-0008**
Your File/V/Réf.

DATE 13 February 1998

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Director Mobility Services and Corporate Fleet Services
Environment and Transportation Department

SUBJECT/OBJET **CENTRETOWN TRAFFIC CALMING PLAN AND KENT
STREET TRAFFIC CALMING CONCEPT PLAN**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve:

- 1. that the report prepared by J. P. Braaksma and Associates, entitled *Centretown Traffic Calming Plan and Kent Street Traffic Calming Concept Plan* (Document 1 on file with the Regional Clerk) be received;**
- 2. that, subject to technical evaluation, detailed design, and the identification of capital and operating funds, the *Preferred Kent Street Traffic Calming Concept Plan* as illustrated in Annex A and Figure 5.2 of the consultant's report be approved;**
- 3. that, subject to technical evaluation, detailed design, and the identification of capital and operating funds, the *Preferred Traffic Calming Plan* as illustrated in Annex B and Figure 6.1 of the consultant's report be used as a basis for identifying traffic calming measures to be implemented in the Centretown neighbourhood, specifically on streets as detailed in Annexes B and C;**
- 4. that additional peak period curb parking on Bank and Elgin Streets *not* be approved;**
- 5. that the establishment of implementation priorities and assessment criteria include, where appropriate, input from area residents and local business representatives;**

6. **that consideration of any vertical measures on Regional roads be deferred pending evaluation of the proposed measures on Kirkwood Avenue.**

BACKGROUND

The City of Ottawa, in its 1994 budget deliberations, allocated \$80,000 for a traffic calming study within the Centretown area. This study, initiated as part of the Centretown revitalization effort stemming from the work of the Centretown Revitalization Group in the early 1990s, was intended to serve as the basis for implementing policies of the City of Ottawa Official Plan dealing with traffic calming, and policies of the Centretown Secondary Policy Plan that provide direction for reducing the impacts of through traffic on the residential liveability of the neighbourhood.

In April 1994, the Ottawa Local Architects Network held an Urban Design Charrette to identify ways to revitalize Kent Street between the Queensway and Gloucester Street.

After the Charrette was completed, the Transportation Committee directed staff to:

“Review the Kent Street Urban Design Charrette in order to create a street of regional significance (in an urban context) leading to Parliament Hill; and that Planning and Transportation Departments report back on how they would proceed with this project, i.e., consultant vs. staff, 1994 or 1995 budget, before the end of this term of Council.”

Subsequently, Kent Street was added to the Centretown Traffic Calming Plan as a special study area, with a consultant budget allocated by the RMOC of \$40,000.

The final Terms of Reference for the study were adopted by the City of Ottawa and the Region in December 1994, and the consultant began the study in 1995.

A key component of the study was community involvement which was provided through the establishment of a Steering Committee/Working Group. This group comprised community representatives, the City and Regional Councillors for the area, and City and Regional staff. Ongoing feedback and direction to the consultant team throughout the study process was provided by the Steering Committee/Working Group.

The final report entitled Centretown Traffic Calming Plan and Kent Street Traffic Calming Concept Plan (Document 1*) presents the findings and the recommendations of the consultant with respect to the task assigned. The report was circulated to the public and to technical agencies for comments which were considered in the formulation of the recommendations set out in this submission.

DISCUSSION

Recommendation No. 1

The Centretown Traffic Calming Plan (CTCP) provides a basis to implement traffic calming policies of the Ottawa Official Plan and the Region's new Official Plan and Transportation Master Plan as they relate to Centretown and to implement policies of Ottawa's Centretown Secondary Policy plan dealing with improving the residential liveability of the neighbourhood by addressing concerns related to through traffic. Specifically, the CTCP is viewed as a response from the community to the traffic concerns within the Centretown neighbourhood and the community's solutions as guided by the consultant retained to prepare the plan.

During the study process, various philosophies concerning the function of Regional roads and City streets within the Centretown neighbourhood were put forward by the consultant. Some of these philosophies have resulted in recommendations by the consultant that require a change in Regional and/or City policy and will therefore require further investigation. Staff's response to the consultant's specific recommendations is set out in Annex D.

Many roadway modifications identified within the Preferred Traffic Calming Plan (contained within the CTCP and detailed in Annexes B and C), are considered appropriate and reasonable. In fact, some have been implemented in conjunction with other road-works recently undertaken in the area.

Other works suggested that involve more significant modifications to City streets and Regional roads require more detailed analysis on their feasibility and of potential impacts on adjacent roadways. The CTCP acknowledges this and in the "Foreword" states that the Preferred Traffic Calming Plan is conceptual and may be modified as required to address technical and operational concerns. Technical considerations will be addressed at the design stage for each of the proposed measures.

It is further noted that RMOC staff, OC Transpo staff and emergency services have expressed concerns or objections to some modifications that have been proposed for Regional roads. Regional staff do not have concerns regarding speed humps on local or collector roads, and would prefer that any demonstration projects occur on this classification of roadway. However, staff are not aware of any traffic engineering manuals that support the use of such measures on arterial roads; therefore, RMOC staff feel that "vertical traffic calming measures" should not be widely used on Regional roads until they are proven.

Speed humps and raised intersections are currently under design for Churchill and Kirkwood Avenues. When installed, they should provide a basis for evaluation, and further installations should await the results of this evaluation. It should be noted that any recommendation affecting Regional roads will be subject to a technical feasibility review by Regional and OC Transpo staff and emergency services, followed by a Council decision.

OC Transpo does not support the use of speed humps on roads that accommodate transit service. They are concerned that speed humps result in extra acceleration and deceleration which increases both noise and pollution in the subject neighbourhood. Also, OC Transpo is concerned that humps will make the ride less comfortable for customers, thus discouraging transit usage. In the past, OC Transpo has also expressed concerns with regard to potential damage to vehicle suspensions.

In view of the foregoing, staff are not able to endorse all of the recommendations of the CTCP nor are staff able to agree with all the roadway modifications proposed in the Preferred Traffic Calming Plan. Staff however, are satisfied that the Plan can serve as a basis for identifying “traffic calming” to be considered for Regional roads within the Centretown neighbourhood. It is therefore recommended that the CTCP be received. In this manner, the plan can serve to provide guidance for future implementation of traffic calming measures subject to Recommendations 3 and 5.

Recommendation No. 2

The Kent Street concept plan illustrated in Annex A provides an appropriate and acceptable concept plan to proceed with final design and implementation as priorities and funds dictate. The raised intersections illustrated for the intersections with Somerset Street and Gladstone Avenue are cause for concern on major arterial streets such as Kent Street, since they may have adverse impact on emergency vehicle and bus operations, and will require extra maintenance. These measures should not be implemented until the pilot project for Kirkwood and Churchill Avenues is assessed.

Recommendation No. 3

The Preferred Traffic Calming Plan (Annex B) presents a number of traffic calming measures throughout the Centretown neighbourhood. These measures are primarily intended to inhibit speeding and aggressive driving practices within the area, to improve the area's residential liveability and to minimize adverse impacts resulting from through traffic destined to and from the downtown. While the consultant has recommended that this plan be approved for detailed design and implementation, staff as noted, cannot support all of the consultant's recommended roadway modifications at this point. The specific measures and locations proposed are presented in Annex B. Table A of Annex C constitutes a list of measures recommended for City streets, while Table B identifies the measures recommended for Regional roads.

Implementation of any traffic calming measure, whether associated with proposed works or as individual projects, would be subject to a more detailed technical evaluation, detailed design, consultation, and identification of costs including maintenance costs. Any traffic calming measure deemed to be appropriate as a result of this more detailed examination would be the subject of a future submission to Council for approval. Staff Recommendations 2 and 3 serve to provide direction to use the CTCP as the basis for implementing traffic calming measures within Centretown and clarify that implementation of any measure will be determined only following more detailed review. The following highlights the actions that will be required prior to implementation. These actions include other approvals as required.

- detailed design including a technical circulation to determine the physical feasibility;
- technical review including:
 - impacts on other Departments, Branches, and Agencies
 - automobile speeds and volumes
 - vehicle collisions
 - transit
 - bicycles
 - pedestrians
 - other roadway users
 - maintenance (snow clearing, repairs, and spring clean-up)
 - emergency vehicles (police, fire, ambulance)
- identification of funds for the additional maintenance costs incurred by new measures; and
- additional public input (advertising per the Municipal Act, and Committee and Council decisions should objections be received).

A key component of the detailed review of any measure being considered for implementation is maintenance. The three main components of maintenance operations are hard surface repair/replacement, winter maintenance, and spring clean-up. The following describes the maintenance activities that can be expected for traffic calming measures.

- A certain amount of plow damage to roadway modifications, such as intersection narrowings, is to be expected. In addition, repairing conditions such as differential settlement and damage to the hard surface(s) within the narrowing will require annual inspections and attention. Supplemental annual funds to maintain the hard surface roadway modifications will be approximately equivalent to the cost of replacing these facilities on a seven-year cycle (whereas the normal life cycle of asphalt pavement is 10 years, and of concrete curbs, gutters and islands is 25 years).

- With respect to snow and ice control, it is estimated that narrowings and other roadway modifications will not greatly affect the speed at which a street will be plowed or gritted with winter abrasives. However, it is estimated that to respond to winter thaws and rains, staff will be required to inspect the sites and respond to concerns about drainage and sight line obstructions (caused by snow banks) on a more regular basis. Experience with similar measures has shown that this type of attention is required after every storm of major accumulation (i.e. greater than 15 cm).
- Throughout the winter period, grit and other debris will accumulate on a narrowing. Each spring staff are required to remove these materials. Prior to sweeping the curb lane, staff must sweep the material off the sidewalks, boulevards, and narrowings onto the street to make it accessible to the roadway sweeper. Although the sidewalks can typically be swept mechanically, due to the size/shape and inaccessibility of some of the islands, medians, and narrowings, they must be swept by hand.

Recommendation No. 4

Staff cannot support any increase in peak period parking on Bank and Elgin Streets. Both streets are important transit corridors, and in keeping with Council's commitment to transit, as reiterated in the new Regional Official Plan, must provide the best possible traffic flow during the peak periods to encourage transit use.

Recommendation No. 5

Based on the City's and Region's current financial situation, it is expected that traffic calming measures within Centretown will be implemented mostly where they can be incorporated into other scheduled road-works (including road and sewer, and overlay projects) subject to Recommendations 2 and 3. Some features on Regional roads may be implemented from the Traffic Calming Measures account. Also, the City will co-ordinate, to the extent possible, any projects with those being undertaken by the RMOC and will attempt to identify projects that would complement those being undertaken by the RMOC in order to assess potential impacts. Implementation priorities beyond those works that would be examined for implementation with other road-works (either by the City, Region or by other agencies) are expected to be subject to future capital budgets.

As with any physical modification to the roadway, monitoring is a key element in order to determine success. Staff propose that a comprehensive monitoring and evaluation programme be established. This will allow the effectiveness of implemented measures in terms of community expectations/perception, as well as the quantitative perspective to be determined. The results of this information in turn serves as a basis for future decisions as to the particular benefit of a particular measure in various situations within Centretown and other areas.

It is anticipated that the evaluation process will include, but not be limited to the following:

1. consultation with affected groups/agencies (Ward Councillor, City staff, RMOC staff, emergency services, special interest groups);
2. collection and analysis of data (vehicle speeds and volumes, collisions, winter maintenance);
3. updates on other projects at separate locations;
4. consultation with the affected public and businesses;
5. modification/removal of measures causing substantiated safety concerns; and
6. evaluation and confirmation of measures still to be implemented, following consideration of the above-noted items.

With approval of Recommendation 5, both the process proposed for prioritizing traffic calming initiatives and for developing a monitoring programme will be acknowledged. Also, the requirement for developing a monitoring programme at this time to ensure that appropriate resources for the data collection and public consultation can be budgeted for will be confirmed.

CONSULTATION

The public participation component (detailed in Annex E) consisted of ongoing guidance from the Public Steering Committee/Working Group (composed of both community and government representatives), and input from two public meetings, and nine neighbourhood design workshops.

The consultant participated in a number of consultation activities with community representatives at the beginning of the study. The issues raised during these sessions were recorded (summarized in the consultant's report) and where appropriate, incorporated into the study process.

A series of nine workshops were conducted in November and December of 1995 within a three-week period. The workshops outlined the basics of traffic calming and provided an opportunity for all interested members of the community to provide input directly to the study consultants. Public consultation consisted of ongoing guidance from the Working Group, two public meetings, nine neighbourhood design workshops, two walking tours and one bicycle tour.

The consultant also participated in walking tours, bicycle tours, meetings with business associations, and open houses to determine individual concerns.

The following Departments or Agencies provided input during the course of the study and were provided a copy of this submission for review and comment. All comments received have been incorporated into this submission.

- Department of Planning Economic Development and Housing (City of Ottawa)
- Ottawa Fire Service
- Ottawa-Carleton Regional Ambulance Services
- OC Transpo
- Ottawa-Carleton Regional Police Services

Comments from technical agencies and advisory groups are outlined in the consultant's report and Annex F.

The comments of the Regional Cycling Advisory Group (RCAG) are attached at Annex G.

FINANCIAL IMPLICATIONS

For the purpose of strategic planning, the consultant has provided a general cost estimate of the proposed traffic calming devices. The consultant's estimate to implement all the proposed devices on Regional roads is \$1.6 million. This estimate could change considerably with detailed design.

Maintenance costs are expected to increase for roadways on which the proposed traffic calming measures are implemented.

Implementation would proceed according to annual budget allocations and based on a Council-approved priority system for all traffic calming features identified as a result of studies such as this for roads throughout the Region.

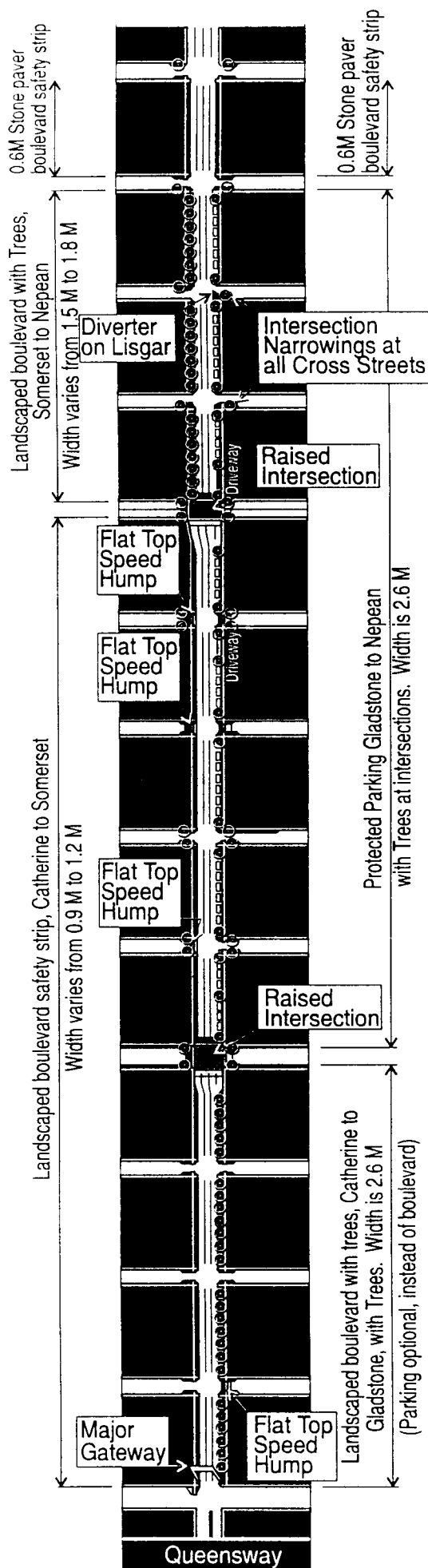
*Approved by
Doug Brousseau*

GM/sc

Attach: (7)

***LIST OF SUPPORTING DOCUMENTATION AVAILABLE AT CLERK'S DEPARTMENT**

Document 1: Consultant's Report - "Centretown Traffic Calming Plan and Kent Street Traffic Calming Concept Plan"



Gloucester St.

Nepean St.

Lisgar St.

Cooper St.

Somerset St.

MacLaren St.

Gilmour St.

James St.

Florence St.

Gladstone Ave.

McLeod St.

Flora St.

Arlington Ave.

Catherine St.

Centretown • Kent Street Traffic Calming Plan

Preferred Kent Street Traffic Calming Concept Plan

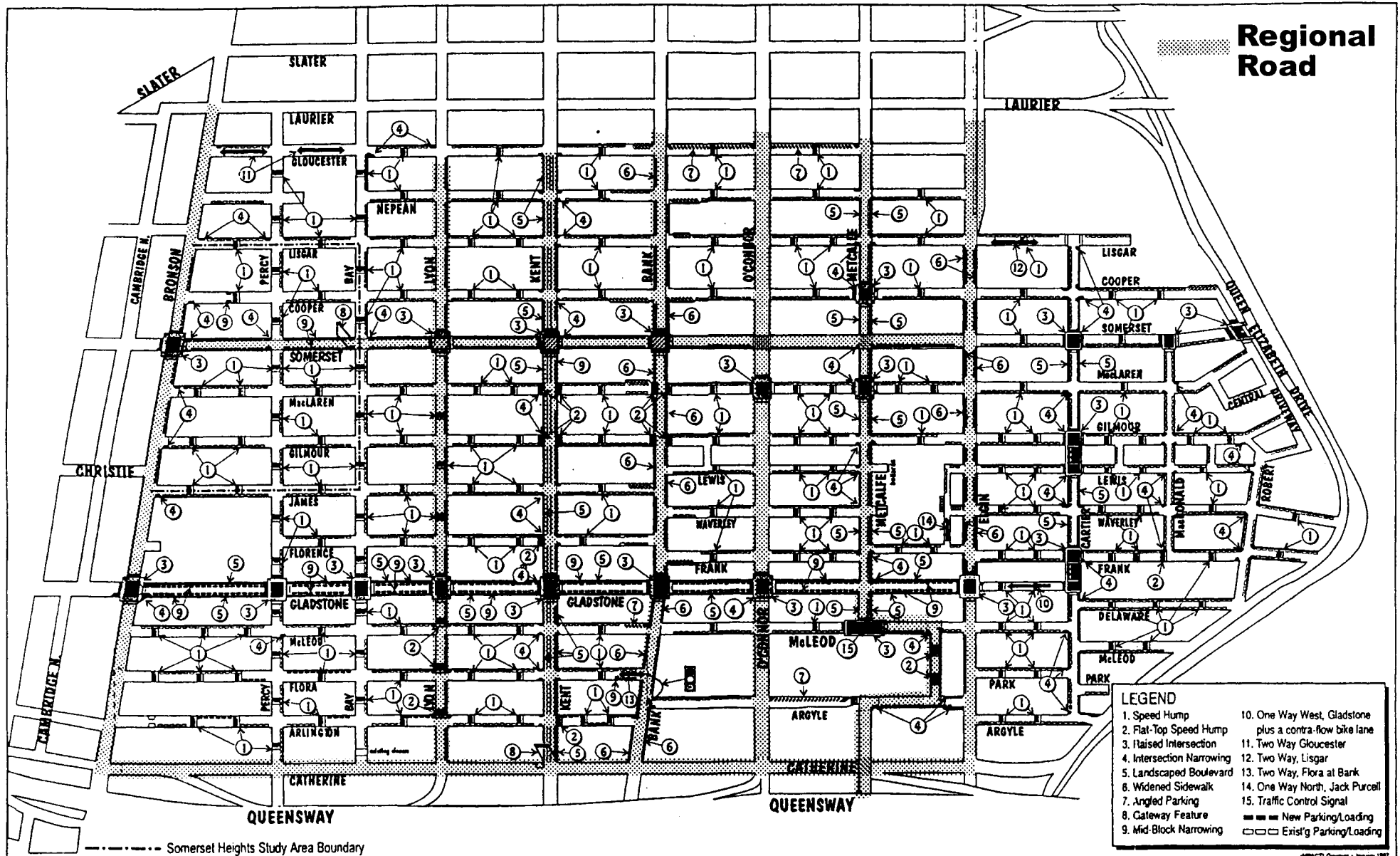
IMPACT! Graphics • January 1997

LEGEND

-  TREE
-  PARKED CAR

The Preferred Traffic Calming Plan

Annex B



MEASURES RECOMMENDED BY THE CONSULTANT FOR IMPLEMENTATION (from Preferred Traffic Calming Plan)

The following list is a summary of the type and number of "traffic calming" measures proposed in the consultant's Preferred Plan throughout the study area:

Table A and Table B detail the specific location for each measure with Table A identifying measures for streets under the City's jurisdiction and Table B identifying measures for Regional roads. Table A and Table B also identify estimated Capital Costs for implementation of each measure as stand-alone projects.

A. Roadway Modifications

i Intersection Narrowing / Channelization:

172 locations, intended to improve pedestrian safety (visibility), define on-street parking areas, and reduce vehicle speed.

ii Mid-Block Narrowing:

24 locations, intended to improve pedestrian safety and control vehicle speeds through neighborhoods

iii Speed Humps:

159 locations, intended to reduce vehicle speed and volume. Departmental staff are currently evaluating the effectiveness and impacts of recent speed hump installations on City streets prior to making a decision on additional installations.

iv Flat-Top Speed Humps:

16 locations, intended to regulate vehicle speeds. One such measure has to date been installed on Riverdale as a pilot project which is being monitored.

v Raised Intersections:

21 locations to control vehicle speeds, enhance pedestrian safety, and reduce regulatory signs at intersections. A raised intersection was recently developed at Cartier Street and Somerset Street as a pilot project.

vi Gateway Features:

1 location has been identified for signage and gateway treatment to encourage drivers to respect the community.

vii Diverter: (Kent Street)

While listed in the consultant's report, this item is not identified on the detailed plan. No details are available.

B. Other Physical Changes to Roadway

i Widened Sidewalks:

17 locations have been identified to improve pedestrian safety and comfort

ii Landscaped Boulevards:

31 locations (blocks) have been identified to enhance the overall environment.

C. Parking

i Additional On-Street Parking:

A number of locations have been identified for parallel parking in order to both increase supply and reduce the traveled roadway width.

ii Angled Parking:

4 locations have been identified to improve parking supply and to encourage slower traffic speeds.

D. Signage and Signal Modifications

i Convert to Two-way:

3 locations have been identified for possible conversion from one-way to two way operation. This is intended to improve vehicle access and circulation, help to control speeds and reduce volumes.

ii Reverse Direction of Traffic:

2 locations have been identified to reverse the direction of traffic. This is intended to discourage cut through travel movements.

iii New Traffic Control Signal:

1 location has been identified to implement a new traffic control signal, to regulate and control traffic movements.

iv Relocate Traffic Control Signal:

1 location has been identified where it is recommended a traffic control signal be moved to an alternate position.

TABLE A
Centretown / Kent Street Traffic Calming Plan
Streets Under City of Ottawa Jurisdiction

STREET SECTION	PROPOSED TRAFFIC CALMING MEASURES	PHASING	CAPITAL COSTS	OFFICIAL PLAN DESIGNATION	RECOMMENDED DESIGNATION (traffic volume guidelines)	STAFF COMMENTS & ISSUES
Cartier Street between Lisgar street and Argyle Street	1 raised intersection	1	30000	Local	Living/ Mixed Purpose	90% Completed in 1996/97
	2 raised platforms	1	60000			
	20 intersection narrowings (11 wrap, 9 one street)	1	124000			
	widen landscaped boulevard (4 blocks)	1	0			
Percy Street between Somerset Street and Catherine Street	8 speed humps	1	32000	Local	Living Purpose	Subject to outcome of ongoing testing
	1 intersection narrowing (wrap)	*	8000			
Percy Street between Somerset Street and Gloucester Street	4 speed humps	*	16000	Local	Living Purpose	
Nepean Street between Bay Street and Elgin Street	1 speed hump	1	4000	Local	Mixed Purpose	
	2 intersection narrowings (2 one street)	1	8000			
	5 speed humps	*	20000	Local	Living/ Mixed Purpose	
	3 intersection narrowings (3 one street)	*	12000			
Waverley Street between Elgin Street and MacDonald Street	4 speed humps	1	16000	Local	Living Purpose	
	1 intersection narrowing (1 one street)	1	4000			
Waverley Street between Bank Street and Metcalfe Street	3 speed humps	1	12000	Local	Living/ Mixed Purpose	
	1 intersection narrowing (1 one street)	1	4000			
Waverley Street between MacDonald Street and Queen Elizabeth Drive	2 speed humps	*	8000	Local	Living Purpose	
Frank Street between Bank Street and Queen Elizabeth Drive	12 speed humps (1 flat-top, 11 speed)	1	50000	Local	Living/ Mixed Purpose	Some completed in 1997
	4 intersection narrowings (4 one street)	1	16000			
	reverse Jack Purcell Lane	1	2000			
Flora Street between Bronson Avenue and Bank Street	8 speed humps	1	32000	Local	Living Purpose	
	convert to two-way	1	2000			
	6 intersection narrowings (4 one street, 2 mid-block)	1	24000			
	new parallel parking on north side btw. Percy & Bay	*	500	Local	Living Purpose	
	new parallel parking on both sides btw. Bay & Bronson	*	1000			
Arlington Avenue between Kent Street and Bank Street	3 speed humps (1 flat-top, 2 speed)	1	14000	Local	Living/ Mixed Purpose	
	new parallel parking on north side	*	500			
Arlington Avenue between Kent Street and Bronson Avenue	6 speed humps	*	24000	Local	Living Purpose	
	4 intersection narrowings (4 one street)	*	16000			
	new parallel parking on north side	*	1500			
McLeod Street between the Queen Elizabeth Drive and Elgin Street	4 speed humps	1	16000	Local	Living Purpose	Some completed in 1997
	1 intersection narrowing (1 one street)	1	4000			
McLeod Street between Elgin Street and Bronson Avenue	10 speed humps	*	40000	Local	Living/ Mixed Purpose	
	6 intersection narrowings (6 one street)	*	24000			
	New Traffic Control Signal at Metcalfe	1	80000			
	new parallel parking on southside at Metcalfe	*	500			
	new angled parking on northwest side at Bank Street	*	10000			

* Not specified in the report

TABLE A
Centretown / Kent Street Traffic Calming Plan
Streets Under City of Ottawa Jurisdiction

STREET SECTION	PROPOSED TRAFFIC CALMING MEASURES	PHASING	CAPITAL COSTS	OFFICIAL PLAN DESIGNATION	RECOMMENDED DESIGNATION (traffic volume guidelines)	STAFF COMMENTS & ISSUES
MacDonald Street between Frank Street and Somerset Street	16 intersection narrowings (5 one street, 11 wrap) 1 raised intersection	1 1	108000 30000	Local	Living Purpose	
Park Avenue between Elgin Street and Cartier Street	2 speed humps	1	8000	Local	Living Purpose	
Argyle Avenue between Bank Street and Elgin Street	7 narrowings (6 one street intersection, 1 mid-block) new angled parking on north side btw. O'Connor & Metcalfe relocate traffic control signal from Flora & Bank to Argyle & Bank new parallel parking on south side btw. Metcalfe & Elgin	1 1 1 *	28000 10000 80000 500	Local	Mixed Purpose	
Argyle Avenue between Elgin Street and Queen Elizabeth Drive	2 speed humps 2 intersection narrowings (2 one street)	* *	8000 8000	Local	Living Purpose	
Lewis Street between Elgin Street and Robert Street	5 speed humps 2 intersection narrowings (2 one street)	1 *	20000 8000	Local	Living Purpose	
Lewis Street between Bank Street and Metcalfe Street	3 speed humps 2 intersection narrowings (2 one street)	1 1	12000 8000	Local	Living/ Mixed Purpose	
Bay Street between Gloucester Street and Catherine Street	11 speed humps new parallel parking on east side btw. Lisgar & Gloucester 1 intersection narrowing (1 wrap)	1 * *	44000 500 8000	Local	Living Purpose	
MacLaren Street between Bank Street and MacDonald Street	8 speed humps (1 flat-top, 7 speed) 2 intersection narrowings (2 one street)	1 *	34000 8000	Local	Living/ Mixed Purpose	
MacLaren Street between Bank Street and Bronson Avenue	4 speed humps 3 flat-top speed humps 4 intersection narrowings (4 one street)	* * *	16000 18000 16000	Local	Living/ Mixed Purpose	
Gloucester Street between Bronson Avenue and Bay Street	if feasible, convert section to two-way traffic	1	5000	Local	Mixed Purpose	
Gloucester Street between Bay Street and Metcalfe Street	5 speed humps 10 intersection narrowings (10 one street) new angled parking on north side btw. Bank & Metcalfe	* * *	20000 40000 10000	Local	Mixed Purpose	
Lisgar Street between Elgin Street and Cartier Street	1 speed hump convert to two-way traffic	1 1	4000 2000	Local	Mixed Purpose	
Lisgar Street between Elgin Street and Bronson Avenue	8 speed humps 4 intersection narrowings (4 one street)	* *	32000 16000	Local	Living/ Mixed Purpose	
Gladstone Avenue between Elgin Street and Cartier Street	reverse direction of traffic 2 speed humps	1 1	2000 8000	Local	Living Purpose	
Gladstone Avenue between Elgin Street and Bronson Avenue	2 raised intersections 32 narrowings (12 one street intersection, 20 mid-block) widen landscaped boulevard new parallel parking on both sides btw. Bronson & Elgin	2 2 2 2	60000 128000 100000 8000	Major Collector	Mixed Purpose	

* Not specified in the report

TABLE A
Centretown / Kent Street Traffic Calming Plan
Streets Under City of Ottawa Jurisdiction

STREET SECTION	PROPOSED TRAFFIC CALMING MEASURES	PHASING	CAPITAL COSTS	OFFICIAL PLAN DESIGNATION	RECOMMENDED DESIGNATION (traffic volume guidelines)	STAFF COMMENTS & ISSUES
Somerset Street between Elgin Street and Driveway	2 speed humps 3 raised intersection	2 2	8000 90000	Local	Mixed Purpose	
Cooper Street between Bronson Avenue and Driveway	10 speed humps 2 intersection narrowings (2 one street)	* *	40000 8000	Local	Living/ Mixed Purpose	
Gilmour Street between Bronson Avenue and Driveway	14 speed humps 8 intersection narrowings (8 one street) 4 flat-top speed humps	* * *	56000 32000 24000	Local	Living/ Mixed Purpose	
James Street between Bronson Avenue and Bank Street	4 speed humps 3 intersection narrowings (3 one street)	* *	16000 12000	Local	Living/ Mixed Purpose	
Florence Street between Percy Street and Bank Street	5 speed humps 1 flat-top speed hump 2 intersection narrowings (2 one street)	* * *	20000 6000 8000	Local	Living Purpose	
Delaware Avenue between Cartier Street and Robert Street	3 speed humps	*	12000	Local	Living Purpose	
Robert Street between Frank Street and Lewis Street	7 intersection narrowings (7 wrap)	*	56000	Local	Living Purpose	Some completed in 1997

2012000

* Not specified in the report

TABLE B
Centretown / Kent Street Traffic Calming Plan
Streets under RMOC Jurisdiction

STREET SECTION	PROPOSED TRAFFIC CALMING MEASURES	PHASING	CAPITAL COSTS	OFFICIAL PLAN DESIGNATION	RECOMMENDED DESIGNATION (traffic volume guidelines)	STAFF COMMENTS & ISSUES
Lyon Street between Gloucester Street and Catherine Street	new parallel parking on east side btw. Catherine & Gloucester	1	5000	Major Collector	Mixed Purpose	
	3 flat top speed humps	1	18000			
	3 speed humps	1	12000			
	2 raised intersection	1	60000			
Kent Street between Catherine Street and Gloucester Street	new parallel parking on east side btw. Gladstone & Nepean	1	5000	Major Collector	Traffic Purpose	
	19 narrowings (18 wrap intersections, 1 mid-block)	2	148000	Major Collector	Traffic Purpose	
	1 diverter (?)	2	8000			
	1 raised intersection	2	30000			
	widen landscaped boulevard	2	50000			
Somerset Street between Bronson Avenue and Elgin Street	new parking on both sides btw. Bronson & Bank	1	5000	Major Collector	Mixed Purpose	
	1 raised intersections	2	30000	Major Collector	Mixed Purpose	
	1 major gateway	2	50000			
	6 intersection narrowings (6 one street)	2	24000			
	new parallel parking on south side btw. Bank & Elgin	2	1500			
Elgin Street between Catherine Street and Gloucester Street	new parallel parking on both sides btw. Frank & Lisgar	1	5000	Arterial	Mixed Purpose	
	new parallel parking on west side btw. Argyle & Gladstone	*	1000			
	widen sidewalks	2	100000	Arterial	Mixed/Traffic Purpose	
Bank Street between Catherine Street and Gloucester Street	1 intersection narrowing (1 wrap)	*	8000			
	new parallel parking on alternative sides	1	5000	Arterial	Mixed Purpose	
	2 intersection narrowings (2 wrap)	*	16000			
	widen sidewalks	2	100000	Arterial	Mixed Purpose	
Bronson Avenue between Gladstone Avenue and Lisgar Street	1 raised intersection		30000			
	2 raised intersections	2	60000	Arterial	Traffic Purpose	
O'Connor Street between Catherine Street and Gloucester Street	new parking		5000			
	2 raised intersection	2	60000	Major Collector	Traffic Purpose	
Metcalf Street between Catherine Street and Gloucester Street	2 raised intersections	2	60000	Major Collector	Mixed Purpose	
	2 flat top speed humps	2	12000			
	15 intersection narrowings (5 one street, 10 wrap)	2	100000			
	widen landscaped boulevards	2	25000			
Metcalf Street at McLeod Street	1 raised intersection	1	30000	Local	Mixed Purpose	

1113500

* Not specified in the report

STAFF RESPONSE TO CONSULTANT'S RECOMMENDATIONS

The following comments on each of the recommendations contained in the consultant's report are presented to outline the staff position on each point.

1. *That the Centretown Vision consisting of planning principles and streets designations be approved.*

The consultant presents a hierarchy of street designations which differ from that currently in the City or Regional Official Plans. Currently, streets are classified as Urban Regional Roads, arterials, collectors or locals. The consultant proposes to redesignate streets as "living purpose", "mixed purpose" and "traffic purpose" streets. While staff acknowledge the philosophical basis for this hierarchy (slowing down traffic in residential areas), there is no basis for applying the designations and related criteria at this time.

2. *That the Preferred Traffic Calming Plan, including the concept for Kent Street, be approved.*

The Preferred Traffic Calming Plan (Figure 6.1 in the consultant's report) presents a number of traffic calming measures on many streets within the study area. It is hoped that the measures will reduce the speed and volume of traffic on local streets and the speed of traffic on Regional roads.

Both the City of Ottawa and the Regional Municipality of Ottawa-Carleton (RMOC) accept the Preferred Plan as a conceptual/strategic study providing the basis for identifying traffic calming measures to be implemented on streets within the study area (Staff Recommendation 3). The RMOC accepts the Preferred Kent Street concept as a basis for design (Staff Recommendation 2).

While the RMOC is concerned with implementation of vertical measures on Regional roads, at least until they are proven and widely-accepted North American guidelines and standards are in place, implementation of speed humps and raised intersections on Kirkwood and Churchill Avenues will provide a pilot study on a major road. Furthermore, the RMOC recommends against any relaxation of curb parking on Bank and Elgin Streets during peak periods because of potential disruption, delay and schedule adherence problems for transit.

3. *That an interim set of traffic calming guidelines and standards be developed.*

The City of Ottawa is currently working with a variety of guidelines and standards from various sources, including the Institute of Transportation Engineers (ITE), and testing their application on some City streets. The City will not develop new standards, but when the Transportation Association of Canada (TAC) guidelines are available, the City will consider them. The RMOC staff will monitor the City's work and measures implemented on Regional roads in the Parkdale and Kirkwood/Island Park areas.

4. *That the performance of Cartier Street be assessed and a similar pilot study be done for Lyon Street.*

The Cartier pilot study is currently underway. RMOC staff would not object to a similar study on Lyon Street pending an assessment of verticle measures proposed for Kirkwood and Churchill Avenues. However, it must be noted that Lyon Street, unlike Cartier Street, performs a significant Regional function (i.e. connects to a Queensway on ramp).

5 *That the City of Ottawa and the RMOC prepare detailed designs of the traffic calming measures on a street-by-street basis in conjunction with residents and merchants prior to implementation.*

This is essential for successful implementation. Detailed design work should also be dictated by the road reconstruction projects scheduled for subsequent year(s).

6. *That the Implementation Schedule be approved.*

Under the current financial limitations, the City of Ottawa will only be implementing traffic calming measures when they can be incorporated into other scheduled road-work (includes road and sewer or overlay projects). As the Plan is conceptual, the City will be reviewing each proposed measure on a case-by-case basis as the above-noted road-works are scheduled.

Where feasible, the City will co-ordinate any projects with those undertaken by the RMOC. The City will identify those projects which would complement RMOC projects.

The RMOC will be developing a priority-setting mechanism for all projects identified in traffic calming planning studies. It is anticipated that the highest priority will be assigned to those projects that can be completed in conjunction with other scheduled road-works.

7. *That at the design stage, every street and traffic calming measure be assessed to determine the potential for adding greenery.*

This is Council policy.

8. *That angled or parallel parking be installed on a street-by-street basis, as requested by residents and merchants, provided that there is space.*

Staff concur, subject to geometric/sight distance (safety concern) considerations at intersections. RMOC staff are opposed to any increase in peak period parking on Bank and Elgin Streets (Staff Recommendation 4). Both streets are important transit corridors which must provide relatively uncongested flow during the peak periods to encourage transit use. The Regional Official Plan gives priority to transit.

9. *That the performance and impact of the traffic calming measures be monitored in conjunction with the community.*

This is essential (Recommendation 5).

RESULTS OF PUBLIC CONSULTATION

A Public Steering Committee Working Group was a fundamental source for public input throughout the study process. The Group included community and business representatives, the City and Regional Councillors for the area, and staff representatives from various Departments of both the City of Ottawa and the Regional Municipality of Ottawa-Carleton.

The following details the main components of the Public Participation Process.

1. Public open houses: 18 and 24 October 1995

The Public Open Houses (October 1995) were advertised in both the community and local newspapers. Also 15,000 copies of the Centretown Traffic Calming Report tabloid were delivered in the community as an insert in the community paper, with the October and November issues.

2. Workshops held in November and December, 1995.

The November/December 1995 workshops were advertised in the community newspaper, The Centretown News.

Workshop #1	Elgin Street to Canal, south of Lisgar Street
Workshop #2	Elgin Street Property Owners
Workshop #3	South of Gladstone Avenue; Bronson Avenue to Elgin Street
Workshop #4	North of Gladstone Avenue; Bronson Avenue to Bank Street
Workshop #5	Board of Trade and BOMA
Workshop #6	North of Gladstone Avenue; Bank Street to Elgin Street
Workshop #7	Bank Street Promenade and Somerset Village BIA
Workshop #8	Kent Street
Workshop #9	Somerset Heights BIA

Each workshop (except Workshop #5) followed a similar format and lasted about three hours. The first half of the workshop included a discussion of issues and concerns, and a seminar on traffic calming techniques. The second half provided an opportunity for participants to draw their traffic calming ideas on maps of their streets. These sessions provided the basis for the Preferred Traffic Calming Plan included in the consultant's report.

3. Bicycle tour - 8 April 1995.
4. Walking tours - 10 and 11 April 1995.
5. Business association meetings (Spring 1995):
 - Bank Street Promenade BIA
 - Building Owners and Managers Association (BOMA)
 - Somerset Village BIA
 - Rideau Street BIA
 - Central Area Parking Task Force
 - Ottawa-Carleton Tourism Authority
 - Voyageur Colonial Limited

Summary of Comments Received on the Consultant's Report

Co-chairs of Study Working Group/Steering Committee

Following their review of the consultant's report and the Preferred Traffic Calming Plan, both Co-chairs for the Public Steering Committee/Working Group expressed support for the consultant's report/findings/recommendations. They feel that there was an extensive and balanced public consultation process. The study fulfilled the Terms of Reference, and the proposed measures in the consultant's traffic calming plan are both supported by the study findings, and equitable to all stakeholders.

"The report exposes the problems created in Centretown when traffic management policies and practices are dominated by the simplistic view of treating the north-south Regional roads merely as traffic corridors for peak AM and PM traffic. The Report provides a solid rationale and outlines the long term benefits of adopting policies and practices which are based on a more responsible and respectful approach of balancing the interests of commuters as well as those of local residents and businesses."

Public Comments

A number of letters both in support of, and opposed to the study philosophy/methodology were received from members of the steering committee/working group and from the general public. The concerns ranged from very explicit items, to comments of a more encompassing nature. Some concerns pertained to the design and location of measures identified in the consultant's Preferred Traffic Calming Plan, such as angle parking, or a particular narrowing placement. Other concerns related to the appropriateness of allocating public funds to this type of programme at this particular time (cost/benefit).

Concern

The most common concern was with regard to the amount of money that would be required to implement and maintain the measures identified in the consultant's Preferred Traffic Calming Plan.

Departmental Response

It should be noted that prior to the adoption/implementation of any new measure, additional public input and possibly Council approval will be required to be undertaken. Therefore, Council's receipt of this study report (Recommendation 1) should not be viewed as an approval of implementation.

Funds are currently not available for large-scale implementation of traffic calming measures. No work can commence until this funding is approved, and it is expected that if Council wishes to proceed with traffic calming, these measures will be implemented at the time of larger scale roadway/sewer reconstruction projects. Some elements may be funded from the traffic calming budget.

Additional annual maintenance costs will be incurred following the implementation of roadway modifications. Therefore, additional funds will be required in the future within operating budgets for maintenance activities as specific measures are implemented. The estimated additional annual maintenance cost on roadways under Regional jurisdiction will be determined prior to the implementation of any measures. Financial details relating to additional operating costs will be identified in future reports to Transportation Committee describing specifics of implementation.

Concern

Another concern was about the ability of large vehicles, including delivery trucks, and emergency response equipment (fire, police and ambulance), to safely and quickly negotiate the subject roadway modifications.

Departmental Response

It is important to note that no road closures have been proposed by the consultant. Therefore, all of the current response and service routes will continue to be available for use. The intersection narrowings incorporate corner radii that will accommodate a single unit truck design vehicle. The Department has, in the past, and will continue to work with emergency services representatives to discuss and carry out field tests of any new roadway modification designs (i.e., vertical elements) in order to ensure their viability with all stakeholders.

Certain types of measures will only be considered for implementation following an assessment of the previously implemented test cases at other locations. Examples would be the speed humps installed on Stewart Street and on Riverdale Avenue under City jurisdiction and on Churchill Avenue and Kirkwood Avenue under Regional jurisdiction. This will prevent the proliferation of untested measures by ensuring their appropriateness/effectiveness, and that associated maintenance costs can be supported. This also provides the opportunity to make design modifications to traffic calming measures in order to customize them to each situation (i.e. winter maintenance equipment, driver expectations, signage/pavement markings). In the majority of locations where physical changes to the travelled portion of the right-of-way are proposed, further consultation with the affected residents and businesses will occur through newspaper advertising and associated Committee meetings, where required.

Concern

Concerns that if it is made more difficult for drivers to access the Centretown area, it will be detrimental to local businesses.

Departmental Response

Access is not being physically limited.

The majority of the measures being considered in this report are intended to reduce vehicle speeds through the Centretown area. If implemented, these measures are expected to have the greatest effect in off-peak times when traffic is the lightest. During the peak periods the vehicle speeds are restricted simply by the volume of traffic on the roads.

INPUT FROM AGENCIES AND ADVISORY GROUPS

The following technical agencies were involved throughout the study process. The majority of the technical comments received dealt with implementation of certain measures. These concerns will be dealt with in the future when measures are identified for potential implementation.

OC Transpo

All existing bus stops along Somerset Street, Gladstone Avenue, Bank Street, Elgin Street, and Kent Street must be retained at existing locations.

We do not support the implementation of all-day parking along Bank Street, Elgin Street, Somerset Street, or Gladstone Avenue, particularly during peak periods.

Any street narrowings at bus stop locations should be extended at least to the back door of the bus to allow passengers to alight onto the sidewalk rather than between parked cars.

We do not support reversing the one-way eastbound direction of Gladstone Avenue, between Cartier and Elgin Streets, as it is part of a Communibus route.

We do not support the installation of speed humps on Lyon Street or any other Regional road.

Ottawa Cycling Advisory Group (OCAG)

There is a desire for a contra-flow bicycle lane on Gladstone Avenue between Cartier Street and Elgin Street.

Angled parking should not generally be considered on cycling routes due to concerns regarding visibility when vehicles are reversing out of a stall.

Ottawa Pedestrian Advisory Group (OPAG)

The consultant's report should emphasize the benefit to community and businesses resulting in an increase of people returning to downtown as a place to live.

Traffic calming should be given highest priority by Council.

Staff should meet with BIAs to promote the benefits of traffic calming to the community.

Reduction of travelled lanes should not be achieved by adding a parking lane; rather it should go to increase green space.

Pilot studies should not unduly delay the implementation of traffic studies.

They fully support streetscaping on Metcalfe and Kent Streets.

Metcalfe and Kent Streets should become part of the Ceremonial route.

Traffic calming should be included in City of Ottawa and Regional Official Plans.

Ottawa Fire Service

Representatives of the Fire Department have expressed concerns regarding the implementation of traffic calming measures (i.e. speed humps) on roads that serve as primary response routes for fire fighting vehicles. It was recognized that measures that could marginally increase response times on local residential streets were not as large an issue, provided overall accessibility was not restricted.

Concern was also expressed that all measures be designed with due consideration for fire vehicles. Issues of particular concern were turning radii, vertical angles of departure, clear demarcation of the subject devices with pavement markings and signs for vehicle operators.

It has been agreed that the Fire Department be involved with additional field tests and the implementation details (i.e. designs, timing, locations, etc.).

Ottawa-Carleton Regional Police Service

The Police Services' representatives are generally not in support of traffic calming measures. The primary reason is a possible increase in response time to emergency calls. They do not generally support road closures or one-way streets as these measures tend to reduce their route options when responding to calls.

Roadway narrowings are acceptable provided that in an emergency the police cars can drive over them. This means that vertical measures such as planters must be kept well back from the curbs.

Ambulance Services

The study area that will be subject to traffic calming is large, and ambulances respond to approximately seven to 14 life threatening calls per week. Concern was expressed about the response time being negatively affected by traffic calming measures. There is also a concern about the impact the vertical measures (i.e. speed humps) will have on the attendants' ability to administer first aid to the patients on the way to the hospital.

There was a recognition that traffic calming may result in lower speeds and therefore less collisions.

COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

Mr. Grant Malinsky,
 Environment and Transportation Department
 Fax: 560-6068

February 13, 1998

**Re: Draft Centretown Traffic Calming Plan
 Comments from Regional Cycling Advisory Group (RCAG)**

Dear Mr. Malinsky,

Attached are comments from the Regional Cycling Advisory Group on the May 1997 version of the Centretown Traffic Calming Plan and the Kent Street Traffic Calming Concept Plan. They have been revised to reflect staff's final report.

We agree with the consultant's general recommendations in the Executive Summary (p. vii) and the Planning Principles (pp.71-74). Except where noted we support the direction the Region is taking to improve the safety and comfort of cyclists through the implementation of the Centretown Traffic Calming Plan.

4.1.2 A Policy Framework for Traffic Calming - The RMOC

This section is out of date. It does not reflect the Traffic Calming components of the new RMOC Official Plan and Transportation Master Plan, and should be corrected.

5.2.1 Top Four Objectives

3. Improve pedestrian and cycling conditions

There are few details in the report that show how cycling conditions (crash rate, travel time, etc.) are improved by the plan. We are disappointed that Annex C, "Recommended Measures for Implementation," fails to identify a single way in which cycling conditions will be improved.

6.3 Key Features of the Traffic Calming Plan

5. Other streets and intersections - place parking on the left-hand side of the road where possible. Placing parking on both sides not a recommended traffic calming technique from cyclists' perspective.

6.3.2 Regional Roads

3. RCAG supports reducing Kent St. from 4 to 3 lanes providing the curb lane is wide enough to share.
4. RCAG supports staff recommendation that additional peak period curb parking on Bank and Elgin Streets not be approved. New parking should not be added on Bank Street north of Gladstone because it is a CTN route and the road is too narrow for cyclists to safely pass parked cars.
7. Elgin St. needs new pavement, especially south of Gladstone St.

6.6.3 Comments by RMOC

RCAG supports Regional staff's willingness to consider implementing traffic calming measures on Regional roads. RCAG asks for consideration of the needs of cyclist traffic during the design of all traffic calming measures, as per the Transportation Master Plan and Official Plan for the following reasons:

- Regional roads are also important to cycling traffic and in many cases are the only road to a destination.
- Regional roads are required to safely accommodate all types of traffic, not just buses and trucks. RCAG does not see where Regional staff have addressed the needs of cyclist traffic using Regional roads.
- the majority of cyclist deaths in Ottawa-Carleton have occurred on Regional roads. Motor vehicle speed was a significant factor in cyclist deaths. Regional staff have not been able to effectively control dangerous motor vehicle speeds on these roads. Traffic calming can be an effective measure to reduce speeds and cycling deaths on Regional roads.
- Traffic calming will likely have a negligible effect on road capacity at peak because, due to congestion, vehicles are already traveling at slower, calmed speeds.

If the RMOC insists on waiting for the draft TAC guidelines on traffic calming, RCAG requests it be consulted on the impact to cyclist traffic as a result of the guidelines.

Comments on Traffic Calming Measures Used

Vertical Measures: Speed Humps, Flat-top Speed Humps, and Raised Intersections these are preferred traffic calming measures and acceptable to cyclists if they are well marked. Based on local experience (raised intersection, Cartier at Cooper) and speed humps (Algonquin Woodroffe campus) cyclists traffic is not adversely influenced by vertical measures.

4-way stop signs that have been incorrectly placed as a measure to control speeding motor vehicles should be removed where raised intersections are installed on roads, unless there is no clear pedestrian need.

Intersection Narrowing- “bulb-outs” only at intersections are not recommended, as cyclists get squeezed at the pinch point. Placing bulb-outs mid-block, including landscaping is a good indication to all road users that the curb is not a travel lane.

Landscaped Boulevards- supported

Widened Sidewalks- supported where feasible

Parking - angled parking should be avoided because motorists’ vision is blocked by adjacent parked vehicles when they exit the stalls. They need to back out 1 - 2 metres, right into the typical cyclists’ line of travel, to be able to see if the lane is clear to enter.

- parallel parkers opening their doors into the path of a cyclist is also a significant problem and a standard set of design criteria must be evaluated to determine if the placement of parking exacerbates this problem. Elgin Street is a classic example of a street where it is difficult not to cycle too close to parked cars: a cyclist traveling right next to the parked vehicles leaves enough room for faster traffic to safely pass but is vulnerable to being doored by an inattentive motorist leaving a parked vehicle. If the cyclist moves out far enough from the parked cars to avoid any opened doors they force faster traffic to slow down and wait until there is no on-coming traffic, which is a very intimidating action for most cyclists on a Regional road.

When considering the allowance of parking, streets should either be of sufficient width to allow faster traffic to pass safely in the same lane when a cyclist is traveling a safe distance from parked vehicles, or the speeds and traffic volumes are low enough that faster traffic can safely pass the cyclist by using the left side of the road.

Gateway Feature - supported

Mid-block Narrowing- supported wherever intersection narrowings are being considered

Two-Way on Gloucester Street; Two-Way Lisgar Street; Two-Way Flora Street at Bank supported

General Comments on the Centretown Traffic Calming Plan:

1. Analysis of bicycle crashes is still missing and needs to be added. This was a clearly identified need in a draft from a year ago, yet the work has not been done. If improving cycling safety is truly a target for the study, an actual assessment of car/bike collisions is needed in this report.

A compilation of reported car/bike collisions along with baseline bike traffic counts would have been useful to assessing the relative dangers of bicycle travel along each street and in identifying “hot spots” which deserve closer scrutiny. Mid-block collisions such as car doors opened into a cyclist’s path and sideswipes need to be included. Some analysis of the street characteristics of where bike travel is found and where it is not would help assess what makes a road in Centretown a desirable route for cyclists.

This is an essential element of work that is missing from a report paid for in part by the RMOC, and this missing data/analysis needs to be addressed if the RMOC is to receive full and proper value for its money.

2. Convert more one-way streets to two-way streets

This issue should have been specifically addressed in this study. The one-way street system was developed to aid motor vehicle traffic traveling through Centretown. The result was increased traffic speeds, and increased difficulty accessing locations in Centretown for both cyclists and motorists. Most of Centretown's one-way east-west streets could easily be converted to two-way streets. This would serve three purposes: increase the ease of access to destinations in Centretown, slow the speed of traffic on local and collector roads, and lower the incidence of wrong-way cycling.

3. Remove more stop signs

More work should be done to eliminate stop signs, especially four-way stops with more appropriate traffic control devices such as traffic circles or raised intersections. Cartier, Percy and Bay St. bike routes especially suffer from an inappropriate number of stop signs for cycling routes, and immediate action should be identified in this report.

4. Identify and address the hazards and effects motor vehicle parking will have on cyclists.

Minimize angle parking or design wide enough spaces so that motorists will be able to clearly see bike traffic. Where parallel parking is being added on Regional roads ensure that sufficient space is provided to allow a safe path for cyclists far enough away from open car doors. Almost all bicycle design documents identify this specific space requirement.

Thank you for soliciting our comments on this important report.

Al Corbishley
Chair, Regional Cycling Advisory Group

CENTRETOWN TRAFFIC CALMING PLAN AND KENT STREET TRAFFIC CALMING CONCEPT PLAN

- Director, Mobility Services and Corporate Fleet Services report dated 13 Feb 98

The Director, Mobility and Corporate Fleet Services, Doug Brousseau, presented the item. He noted the presence of the consultant, Mr. John Braaksma, of Mr. Rob Orchin from the City of Ottawa and of representatives from OC Transpo, here to answer questions from Committee members.

The following is a summary of a presentation made by Mr. Grant Malinsky, Manager, Safety and Traffic Studies Branch, Environment and Transportation, on the Centretown Traffic Calming Plan and the Kent Street Traffic Calming Concept Plan (CTCP):

Purpose: to implement policies of the City of Ottawa Official Plan (OP) re: traffic calming and policies of the Centretown Secondary Policy Plan to reduce the impact of through traffic on residential streets; to revitalize Kent Street;

Goal: to develop a program of roadway, neighbourhood and policy changes that will enhance the residential “livability” of Centretown;

Scope: the document is a Master Plan to be implemented over a number of years. It will require further detailed design and implementation planning for specific measures.

Mr. Malinsky provided a chronology of events, beginning with the City of Ottawa allocating \$80,000 in 1994 for a Traffic Calming Study for Centretown and the RMO providing \$40,000 for a special study of Kent Street as part of CTCP, and culminating with the submission of the consultant’s final report in Spring 1997.

Mr. Malinsky reiterated that the report is a comprehensive planning document which

- provides detailed background and existing conditions analysis
- identifies issues, concerns, problems and opportunities
- determines a traffic calming framework for the CTCP
- develops and evaluates a Draft Plan
- outlines the proposed Plan, the implementation schedule and costs
- presents conclusions and the Consultant’s recommendations.

Mr. Malinsky described the proposed measures that will affect regional roads, namely raised intersections at a number of locations, a number of speed “humps”

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on Lyon St. to discourage speeding and additional parking suggestions for both Bank and Elgin Streets. With regard to Kent Street, a three-lane alternative is being recommended. The proposal will permit landscaping by removing one lane of traffic on the east side of Kent Street; landscaping on the west side will also be permitted. Other measures include turn lanes at various intersections and all-day parking on the east side of Kent St. Mr. Malinsky said it has been suggested that permitting parking on the west side would have certain advantages for cycling and for exiting from vehicles; this suggestion could be evaluated as part of the detailed design for Kent Street.

Mr. Malinsky concluded his presentation by outlining the staff recommendations. Departmental staff presented a short video depicting travel down Kent and Lyon Streets during morning peak hours.

Speaking to the recommendations, Mr. Brousseau said the department is in general agreement with the consultant's report, but feel that consideration of any vertical measures on regional roads should be deferred pending the evaluation of a pilot project on Kirkwood Avenue.

Councillor M. Meilleur said that, while she was sympathetic to the residents of Centretown, her concern was that traffic calming measures in that area will have an impact on her community. Mr. Brousseau replied that staff have little experience in this area, however this is a concern. Another concern is that, owing to financial limitations, the plan will not be implemented all at once. He indicated that one of the consultant's proposals is that calming measures be monitored and staff will report on implementation and the effect of same on adjacent communities.

Councillor R. Cantin asked for a comment on additional peak period parking on Elgin and Bank Street, specifically, whether the concern is that additional parking on the latter will result in more traffic on Bronson Avenue. G. Malinsky said there should be no change to Bronson Avenue provided the recommendation for no peak hour parking on the two streets is approved.

Councillor H. Kreling wanted staff to clarify whether three lanes can accommodate traffic demand on Kent Street. G. Malinsky indicated that the Transportation Master Plan projects a 12-to-15% increase between now and the year 2021: if this is the magnitude of the increase, there should be no problem with three lanes, plus turn lanes and signalized intersections. The Councillor asked whether speed was a concern on Lyon Street in the same manner as on Kent St. G. Malinsky explained that the character of Kent St. is not the same as that of Lyon St., where houses are closer to the roadway.

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Councillor Kreling made reference to the vast number of measures proposed and he wondered whether staff feel it is logical to introduce this many in an area. D. Brousseau indicated most the measures will be on City of Ottawa streets, and staff believe they will work. In reply to a further question from the Councillor, G. Malinsky said that, in order to function effectively, features such as speed humps have to be laid out in threes, with a certain distance between them to achieve the desired effect. He suggested this could be done as a package on Lyon Street.

Councillor L. Davis asked how soon measures could be implemented in her ward, how long staff would want to monitor these measures and whether this could be made a priority for 1998. Mr. Brousseau replied staff would need at least four seasons to monitor the impact; he added that information on similar initiatives on Riverdale Avenue will likely be available before information on Kirkwood Avenue. Councillor Davis spoke about opportunities for speed humps being put in place as part of the road resurfacing program and she requested Churchill and Merivale be done by May. She said the rationale behind this request is that if implementation of the Centretown plan is contingent upon evaluation of the proposed measures elsewhere, staff should give a clear indication when this will be done.

At the request of Councillor J. Legendre, the consultant, Mr. J. Braaksma, addressed the Committee. He spoke about the incredible amount of work done by the citizens of Centretown towards the design of the plan. He said his report is the result of nine workshops with active participation from residents of affected streets, numerous meetings with business groups and many public meetings, truly a community effort.

Councillor Legendre asked whether the business community and the residents were largely in favour of the recommendations. Mr. Braaksma indicated there are diverse opinions from certain business groups, with some in Centretown being very supportive and understanding the benefits of additional parking and improved visibility for their businesses. Other business groups in the central part of Ottawa are not as supportive since they believe traffic calming will impede their travel into the downtown core and they have concerns about accessibility. Mr. Braaksma noted no street closures are being recommended and measures are simply meant to slow traffic in residential areas.

In reply to further questions from Councillor Legendre about the scope of the work, Mr. Braaksma agreed it was considerable and the City and the Region should be commended for tackling it in this manner as opposed to using a piecemeal approach. He indicated there are similar, large scale initiatives in Europe and the United States. The Councillor wanted to know about the experience of European countries with weather conditions similar to those in

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Canada, specifically whether vertical measures caused problems for snow removal. Mr. Braaksma confirmed that in countries with a significant snowfall, additional work was required to ensure adequate drainage; speed humps and raised intersections need additional maintenance under winter conditions.

Councillor Legendre asked about the compatibility of speed humps with low floor buses. Mr. Braaksma replied this is an area that is still not well understood and where additional research will be required. A representative from OC Transpo, Dr. Helen Gault, indicated there are concerns from the point of view of passenger comfort and the impact of noise on acceleration and deceleration, as well as on maintenance costs for buses. Dr. Gault added that the Commission will evaluate the Kirkwood experience and provide feedback.

Councillor M. McGoldrick Larsen asked whether the Region has a policy to prioritize requests for traffic calming measures. Mr. Brousseau replied a policy is in the development process, however there is little funding available and many areas are awaiting prioritization. The Councillor asked whether there was significant speeding and whether this was perceived or real. Mr. Brousseau indicated studies show that 85% of drivers will not exceed 60 km/h in a 50 km/h zone (most city streets). He added it was probably not unusual to see speeds over the 50 km limit in the urban area.

Councillor McGoldrick Larsen expressed the view residents of Ottawa-Carleton would want to benefit from traffic calming measures in their communities. She said she was concerned with the absence of such a policy, however she would look forward to receiving further information on this matter.

Councillor Meilleur asked whether Mr. Braaksma would comment on the effect of implementing a plan such as this on adjoining neighbourhoods. Mr. Braaksma said this depends entirely on the area: if there are alternative routes that are not calmed, there may be a shift in traffic. He added this illustrates the importance of implementing calming measures on an area-wide basis. Councillor Meilleur wanted to know what could be done if there was a negative impact. Mr. Braaksma pointed out his study did not see any alternative routes in the Centretown study, nor any spill-over into the Centretown area; if other areas are affected, additional traffic calming measures will be needed in those areas.

Councillor Cantin asked whether small diameter traffic circles had been considered as an option. Mr. Braaksma indicated this was examined but was not favoured by residents and not included in the plan. The Environment and Transportation Commissioner, M. Sheflin, said small diameter traffic circles are utilized more and more, but they are not cheap. Councillor Cantin said he felt that, given the fact

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staff are considering taking away one lane of traffic, a traffic circle would be the equivalent. He added his concerns with raised intersections are the vibrations caused by heavy trucks and buses, and their impact on houses that are close to the roadway.

Councillor M. Bellemare asked that staff comment on the amendments proposed by the Committee Chair, specifically the suggestion the report be approved as opposed to being received: does approval represent a pre-commitment, does it bind Council to implement each recommendation and to approve a timeline and funding. Mr. Brousseau indicated staff are not recommending the Committee approve all elements of the study, but that the report be received and that individual recommendations be considered. He added the department is not in a position to recommend approval of the entire document, as there are concerns about a number of its components.

Responding to a question from the Committee Chair, Councillor D. Holmes, Mr. Braaksma said the study identifies three types of street:

- a living-type street with a design speed of 30 km/h
- a mixed-type with both a traffic function and a residential accessibility function at 40 km/h
- a traffic movement street at 50 km/h

These classifications form the framework Centretown plan and differ from the standard traffic engineering classifications found in textbooks or in Official Plans. Chair Holmes asked whether the traffic calming study aims to establish a 50km/h speed on regional roads. Mr. Braaksma indicated this was correct. When asked whether he thought the proposed modifications to Kent and Lyon Streets would cause some of the traffic to shift to other streets, Mr. Braaksma replied in the negative, adding that the measures are aimed for the off-peak period and are meant only to ensure lower speeds.

A number of presentations were made by the public and the following is a summary of the comments received.

Bruce Bursey, Co-Chair, Centretown Traffic Calming Working Group provided examples of incidents where residents of Centretown were imperiled by vehicles traveling too fast on their street. During its many meetings, the Working Group sought answers to the question “what can be done to slow traffic to the posted limit” and the proposed plan is an attempt to address this. The plan does not: reduce access to any street in Centretown; close any roads; change the direction of any road; reduce the carrying capacity below regional standards; propose new

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traffic lights, stop signs and additional police resources. The plan proposes to change Kent Street into a three-lane, treed street, safe for people to cross; proposed changes to regional roads are aimed at non-peak hour traffic. He asked that the Committee support the proposed traffic calming plan, including the Lyon Street pilot project.

Brett Delmage, Citizens for Safe Cycling, asked that the Committee approve the plan and find the funds to implement it. A large number of trips are made by bicycle in the central core, and there is room for growth in this area in support of the objectives of the new Regional Official Plan and the Transportation Master Plan. Addressing some of the barriers to cycling will attract more cyclists and more people move to Centretown, also in support of the ROP. Citizens for Safe Cycling support the implementation of vertical calming measures; these have little impact on cyclists and only affect motorists who are speeding. Mr. Delmage proposed these go ahead concurrently with the Kirkwood study since doing both at the same time will mean staff can evaluate the projects under the same conditions and general traffic characteristics. He concluded by saying the group wants to be actively involved in the detailed design of these measures.

Catherine Boucher, Centretown Citizens Ottawa Corporation (CCOC), said she represents tenants of the a Corporation that owns over 650 housing units directly within the study area. This translates into over 1200 people of all ages with a mix of ability, including seniors, people with physical challenges and families with young children who must have safe and friendly streets. Ms. Boucher said she was pleased to see that the plan encompasses the entire area and that both levels of government are committed to implementing it. She said that, whereas more people live on Kent Street than is generally perceived, the street must become even more livable. The pressures to convert it to other uses is encouraged by heavy traffic; it must be maintained as a residential street, and the plan addresses that issue by slowing traffic down to the limits agreed to by the community. She asked that the Committee support implementation of the plan.

Peter Thorne, Member and Director of CCOC, indicated that, in common with almost every pedestrian, he has been endangered by drivers going too fast on Centretown streets. The proposed plan is a cost-effective way of encouraging pedestrian safety as well as helping with community building. He said he did not agree with the perception of certain business persons that traffic calming will negatively affect them. If people are encouraged to walk as opposed to driving they will patronize local businesses. Introducing the measures in conjunction with greening initiatives can be used as a tourism draw, something that is vital for business. Mr. Thorne urged the Committee to adopt the report as a conceptual plan that can be modified if required.

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Marjory Fulton, a resident of Centretown, spoke in support of the recommendations and of proceeding with the modifications to Lyon Street. She asked that the consultative process be amended to include consultation with disabled persons. She noted that traffic calming measures are still new and there may be a lack of understanding about how these measures create environmental impediments to disabled persons.

Patricia Williams, Centretown Parents' Day Care, said that child care workers help children to discover they are part of a neighbourhood. All pedestrians and children are at risk because in some instances, traffic runs too close to the sidewalk. She requested that traffic calming measures be provided.

Graig Layng, a resident of Centretown, expressed a certain cynicism since nothing has changed in the last 20 years. He noted that Kent and Lyon Streets have been a problem since they were attached to the Queensway and now an opportunity is being presented to address that problem. He pointed out only two regional roads need vertical measures and he suggested the Committee approve the report.

David Seaborne, President, Dalhousie Community Association, indicated he was involved with the Somerset Heights Traffic Plan; he put forward the view that traffic has to be made more civilized. He asked that measures be implemented, specifically on Kent and Lyon Street. He pointed out that Centretown residents will be disillusioned if the traffic calming plan is not approved.

Bruce Lowe, Ottawa Bicycle Club, pointed out that, as a cyclist, he enjoyed riding on calmed streets, citing the example of the bicycle lane on Stewart Street in Sandy Hill. He noted that speed humps are not a hazard to cyclists and that he looked forward to more traffic calming measures throughout the City.

David Gladstone, Chair, Planning and Development, Centretown Citizens' Community Association, said his association had been a very active proponent of, and participant in, the consultative process. He spoke about Cartier Street which has been narrowed saying it is now harder for vehicles to speed on that street. He posited there must be a continued commitment from the RMOC that traffic volumes will not increase and in order for this to happen, good Transit access is required. He requested that physical measures be put in place to ensure cars travel at the approved speed limits.

At this point, Councillor Legendre assumed the Chair.

Councillor Holmes said traffic calming is the most important issue facing residents of Centretown and one of the most important of her career. She spoke about all

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north/south streets having been widened in the late 1960s, thereby destroying the community. The Councillor thanked both city and regional staff for their ongoing efforts with respect to traffic calming. She posited that, although representatives from the business community are not in attendance, it would be difficult to argue with measures aimed at making vehicular traffic travel at the legal speed.

Councillor Holmes presented a number of amendments to staff's recommendations. She requested the report be approved in principle as opposed receiving it as per Recommendation 1. She asked that Recommendation 4 be deferred, noting that traffic studies are underway on both streets and dealing with this matter at this time may be premature. She proposed replacing staff Recommendation 6 by one approving a pilot project for Lyon Street in 1998 and adding two additional recommendations, one related to tree planting and the other to identifying funds for implementation during reconstruction projects.

Replying to a question of clarification from Councillor Meilleur, Mr. Ernest McArthur, Manager, Transportation and Property Law, regional Legal Department, said the report is a design proposal and approval in principle may be perceived as having prejudged the matter. Councillor Meilleur indicated she was satisfied the proposed measures will not affect adjacent communities. She noted she had similar problems she was trying to resolve and she expressed her support for the pilot project, saying she hoped it can be imported to other areas.

Councillor C. Doucet cited the example of the Glebe, where the south side of Bank Street is a vibrant, commercial area while the north side of Bank Street is a disaster zone. He said that 80% of business on Bank is generated from that area. He asked that the Committee enthusiastically support the pilot project so it can be implemented rapidly.

Councillor Cantin said he could not support approval in principle, noting that, traditionally, reports are received and actions are recommended. He posited that in order to remove traffic from some Centretown streets, more traffic will flow to Bank Street. However, the Councillor indicated he could support the pilot project and he said it will be interesting to see how things develop during the budget deliberations.

Councillor Kreling said he could see no difference between receiving the report and approving it in principle. Speaking to Councillor Holmes' proposed Recommendation 6, the Councillor said he could support it, as it was time the Region gained first-hand expertise in this area. He expressed his interest in hearing more, at the detailed design stage, about some of the alternative technologies

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described by the consultant and regional staff, for example pre-cast concrete speed bumps.

Councillor McGoldrick Larsen informed Committee members that she grew up in Centretown. She spoke of her experience with traffic calming while at the City of Nepean, saying the difference was that measures were usually put in place around the perimeter of residential communities. The Councillor said that, based on this experience, she was prepared to support the recommendations and move towards improving the “livability” of the community. She added she looked forward to the development of a policy that will prioritize requests for similar measures throughout the Region. She expressed the hope that, in the planning processes related to new suburban communities, problems such as those facing Centretown would be prevented from happening.

Subsequent to the presentations and comments, the Committee considered the following recommendations:

Moved by D. Holmes

That the Transportation Committee recommend Council approve:

1. **that the report prepared by J. P. Braaksma and Associates, entitled *Centretown Traffic Calming Plan and Kent Street Traffic Calming Concept Plan* (Document 1 on file with the Regional Clerk) be approved in principle**

CARRIED
(R. Cantin dissented)

2. **that, subject to technical evaluation, detailed design, and the identification of capital and operating funds, the *Preferred Kent Street Traffic Calming Concept Plan* as illustrated in Annex A and Figure 5.2 of the consultant's report be approved;**

CARRIED

3. **that, subject to technical evaluation, detailed design, and the identification of capital and operating funds, the *Preferred Traffic Calming Plan* as illustrated in Annex B and Figure 6.1 of the consultant's report be used as a basis for identifying traffic calming measures to be implemented in the Centretown neighbourhood, specifically on streets as detailed in Annexes B and C;**

CARRIED

Moved by D. Holmes

That staff Recommendation 4 be deleted.

CARRIED

5. **that the establishment of implementation priorities and assessment criteria include, where appropriate, input from area residents and local business representativesand people with disabilities.**

CARRIED as amended

That Recommendation 6 be replaced by the following:

- 6. That, subject to detailed design, a pilot project for Lyon Street be approved for 1998 with speed humps between Somerset and Catherine and a raised intersection at Gladstone and Lyon.**

CARRIED

That the following recommendations be added:

- 7. Tree planting is an essential part of traffic calming and tree locations will be incorporated into the design of traffic calming measures.**

CARRIED

- 8. Reconstruction projects proposed for streets that are on the list for traffic calming should include funds for implementation in the project budgets.**

CARRIED

The Committee approved the report as amended.